AMENDMENTS TO THE SPECIFICATION:

Please add the following headings to the specification at Page 1, after the Title:

BACKGROUND OF THE INVENTION

1. Field of the Invention

Please add the following heading to the specification at Page 1, line 3:

2. Description of Related Art

Please add the following heading to the specification at Page 2, line 15:

BRIEF SUMMARY OF THE INVENTION

Please add the following heading to the specification at Page 5, line 11:

BRIEF DESCRIPTION OF THE DRAWINGS

Please add the following heading to the specification at Page 5, line 20:

DETAILED DESCRIPTION OF THE PREFERRED EMBODIMENTS

Please amend the paragraph beginning on Page 2, line 19 as follows:

The object according to the invention is solved by a hydrodynamic coupling having a primary impeller, a secondary impeller. The primary and secondary impellers form a toroidal working chamber. A drive shaft drives the primary impeller. The

drive shaft has a first end, a second end, a central axis, and a prespecified segment between the first and second ends. There is at least one supply channel for introducing a working medium to the toroidal working chamber. The at least one supply channel is formed in the drive shaft at the central axis along the prespecified segment. The plurality of evacuation channels evacuates the working medium from the toroidal working chamber, and the plurality of evacuation channels are formed in the drive shaft radially about the at least one supply channel. The plurality of evacuation channels are formed from the first end up to at least the second end, the first end being located a predetermined distance from the toroidal working chamber ~~with the features of claim 1. Claim 8 describes a corresponding drive train according to the invention. The subclaims describe particularly advantageous enhancements of the invention~~.

Please amend the paragraph beginning on Page 6, line 18 as follows:

The evacuation channels 6 also run at first in the axial direction, beginning from the end 4.1 of the drive shaft 4 on the drive side and are then deflected radially outward in the region of the primary impeller 1 in such a way that they again open up axially into working chamber 3 in the region of the largest diameter 3.3. This offers the advantage, which has already been described above, that the flow of working medium, during retarder operation, is pressed directly into the openings of evacuation channels 6, which has as a consequence a correspondingly large throughput through the hydrodynamic coupling, since, during retarder operation, the flow in the secondary impeller 2 is accelerated toward the outside and

enters axially into primary impeller 1 in the region of the outer circumference 3.3 (in the direction from left to right in Figure 1). In the turbocoupling operation, in contrast, the working medium flows in the circulating flow from right to left in the region of the outer circumference 3.3, i.e., axially from the primary impeller into the secondary impeller, and a correspondingly smaller part of working medium is taken up by the evacuation channels 6. Most of the working medium flows out over the outlet openings 15 of the evacuation channels 6, is slowed down radially toward the inside in the secondary impeller, and again axially enters into the primary impeller 1 in the region of the inner circumference 3.1 of working chamber 3.

Please amend the paragraph beginning on Page 7, line 13 as follows:

The working medium is conducted into the supply channel 5 and from the evacuation channels 6 via the ~~front~~ end side 4.1 of the drive shaft 4. For this purpose, on the front side of the drive shaft 4, a module 8 with a central channel 9 is disposed, as well as a channel 10 which is shaped like an annular gap and surrounds the central channel 9. The central channel 9 for working medium has a circular flow cross section, at least in the region of the end turned toward the drive shaft 4, wherein the supply channel 5 and the channel 9 for working medium are aligned with one another. Due to the cross section of the channel 10 for working medium, which is shaped like an annular gap at least in the end region of module 8, which is turned toward the drive shaft 4, the evacuation channels 6 are also aligned with the channel 10 for working medium.

Please amend the paragraph beginning on Page 8, line 17 as follows:

A hydrodynamic coupling which is connected in a driven connection between the crankshaft KW and an exhaust gas turbine 21 (ANT) can be recognized in Figure 4. A crankshaft KW, ~~20*~~ as is known, is driven by an internal combustion engine 20, and an exhaust gas turbine 21 is disposed in the flow of exhaust of the internal combustion engine 20, in order to utilize the exhaust gas energy for driving the crankshaft (turbocoupling operation of a hydrodynamic coupling 22).